

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES NO. 4251.

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WEDNESDAY, MAY 27, 1903.

三拜禮

號七廿月五英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOBE  
TOKIO  
NAGASAKI  
LYONS  
SAN FRANCISCO  
HONOLULU  
BOMBAY  
TIENTSIN  
PEKING

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION OF LONDON AND  
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—

Sterling Reserve ..... \$10,000,000

Silver Reserve ..... \$15,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, Esq.  
E. G. G. Esq.  
G. H. Medhurst, Esq.  
N. A. Siebs, Esq.  
C. Michelau, Esq.  
H. W. Slade, Esq.  
H. Schubart, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.  
MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per cent per Annum.

For 6 months, 5% per cent per Annum.

For 12 months, 6% per cent per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT, per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT, per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000

Paid up Capital ..... \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. | J. Scott Harston, Esq.

Chow Tung Shang, Esq. | J. Laut, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 14th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BEKIN.

BRANCHES: Calcutta Hankow

Tientsin Tsingtan (Kiantschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG  
HOTEL.

Military Band during dinner on Saturday Night.

Hongkong, 15th November, 1902.

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold  
\$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VIEUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED:

On Current Accounts at the rate of 2% per annum.

On Fixed Deposits:

For 3 months 2 1/2% per annum.

6 " 4 "

12 " 4 1/2 "

E. F. GROS,

Acting Manager.

Hongkong, 1st December, 1902. [168d]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000 ..... 820,000  
Surplus (Reserve) Gold \$4,000,000 ..... 820,000

Total ..... Gold \$8,000,000 ..... 1,640,000

Capital and Surplus authorised, Gold \$10,000,000 ..... 2,055,000

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK  
OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issue Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2% per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4 1/2% per annum.

6 " 4 "

3 " 3 1/2 "

HONGKONG BRANCH:

20, DES VIEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 26th May, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 13TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON PEKING.

CHEFOO PENANG.

CHINKIANG SINGAPORE.

CHUNKING TIENTSIN.

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advanced made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

per Annum Fixed Deposits for 3 months.

6 " 4 "

12 " 10 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP: £1,800,000

RESERVE LIABILITY OF SHARES:

HOLDERS ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

6 " 3 1/2 "

T. P. COCHRANE,

Acting Manager.

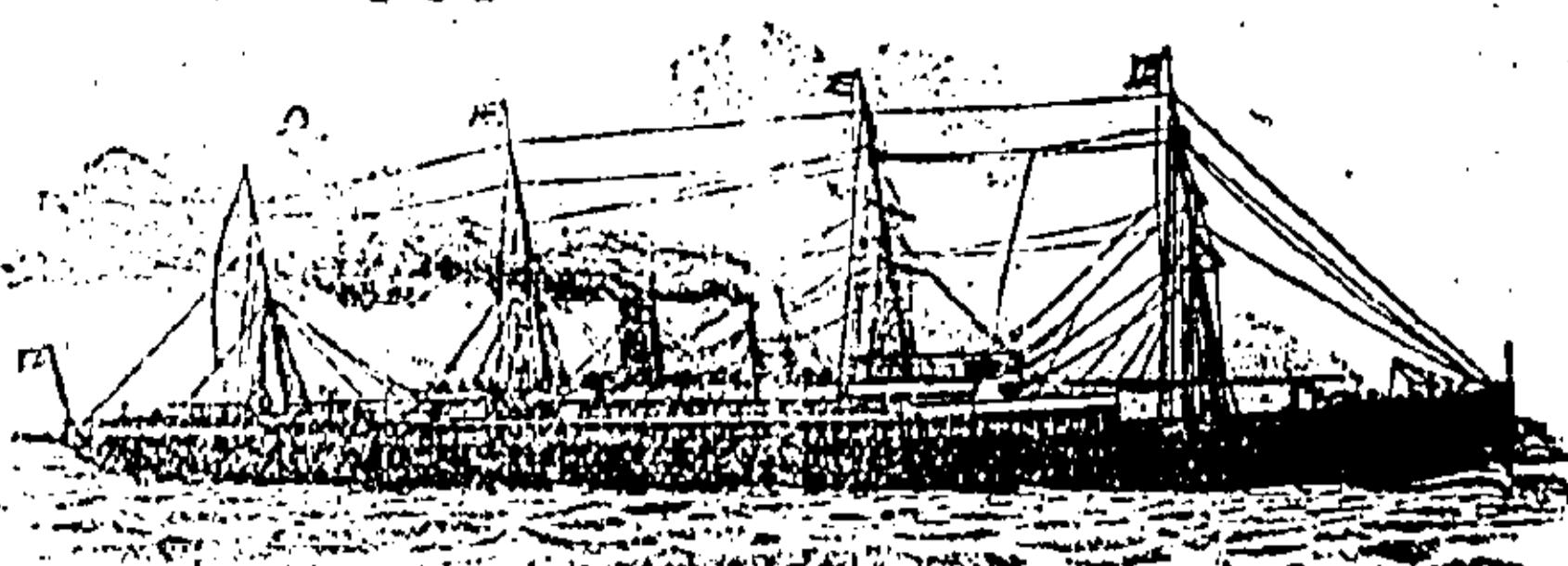
Hongkong, 18th May, 1903. [10]

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAV

Details.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 25th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-19th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Dacarara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd May, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons.	WEDNESDAY, 3rd June.
" " "EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 24th June.
" " "EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 15th July.
" " "TARTAR" ... 4,425 "	WEDNESDAY, 22nd July.
" " "EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 5th August.
" " "ATHENIAN" ... 3,882 "	WEDNESDAY, 12th August.
" " "EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World,) the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition,) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Itines of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pader's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Kates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE, BLACK SEA and BALTIIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SEGOVIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO)	2nd June.	Freight
STRASSBURG	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	16th June.	Freight and Passengers
SUEVIA	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	10th June.	Freight
NURNBERG	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	14th July.	Freight
WURZBURG	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	28th July.	Freight and Passengers
BADENIA	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	11th August.	Freight
NUBIA	NEW YORK VIA PORTS	and June.	Freight

HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE  
No. 1, Queen's Building.

For further particulars, apply to

Hongkong, 22nd May, 1903.

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## THE PEN AND THE SWORD.

## CHINA CAMPAIGN.

In his book, *Impressions of a War Correspondent*, Mr. George Lynch provides some very interesting sidelights on the short campaign in China. After dealing with the Boer war he carries his readers to the Orient, where he met portions of the armies of France, America, Germany, and Japan, and is able, consequently, to make comparisons which Englishmen need not blush to read. "In the burden of corpses which the river Pei-ho carried down wards from Peking towards the sea were to be seen the bodies of many Chinese girls and women." One day I myself counted five. There is no question whatever that they had committed suicide. "And close to Tung Chow girls were actually seen walking into the shallow water and deliberately holding their heads under the surface till they were drowned. Such a tale seems very terrible. But to anyone who had the opportunity of judging of the conduct of portions of the allied troops it was not in the least surprising. Under similar circumstance our sisters at d'wives would have done likewise." "The Russians and French carried off the plam for these sins," and subsequently the Germans similarly distinguished themselves. "The fear of the Allies was seen 'all the way from the sea to Peking. . . . A wave of fear and horror preceded the advent of the Allies to such an extent that hundreds of miles of what was the most thickly populated part of China was absolutely deserted." Then as to looting we have this: "Some curious things happened in his efforts in this direction. On the Paoting-fu expedition, for instance, when the troops were to pass in the neighbourhood of the Imperial Tombs, a few British soldiers were sent on in advance, and quietly informed the custodians that the Germans were coming. Readily acting on the information, they removed all the jewels and easily portable valuables from the tombs, and they were kept concealed in a village on the other side of the hill under the guard of a few Bengal Lancers until the Germans had passed. In recognition of this friendly message the Chinese wanted to make a present of some magnificent strings of pearls to Captain Maxwell, a nephew of Lord Roberts." Religious houses were outraged. "Horses were stabled in the temples, and the art heirolooms of thousands of years of the nation's life to be found therein were frequently mutilated and destroyed when they were not stolen. In the street where I lived in Peking for a whole week were to be seen day by day carts passing backwards and forwards laden with books which were being brought to be consumed in a huge fire kept burning in a yard outside the palace wall. Hundreds of books were written in the quaint characters which showed that they belonged to, and were written by, Lama priests; many of them had probably found their way there from the bleak steppes of far Tibet." Summing up, Mr. Lynch says the whole of the campaign is the reverse of flattering to our Western civilisation. "Many of the details of the conduct of the Russian, French, and German soldiers do not bear publication. But what it broadly amounts to is the treatment of a venerable civilisation absolutely foreign to our own as if its members belonged to a low class of pestiferous beasts whose most desirable fate would be extermination."

The comparison of the fighting forces is most interesting. Of the Japs he says: "The Japanese infantry were a surprise and a revelation to most of the Allies. The defect of a want of efficient cavalry is, however, largely compensated for by the extreme mobility of their infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of rickshaw men, who consider thirty to thirty-five miles of running not an expressive day's work. Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still more attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every little Jap as a natural heritage. They seem to love fighting for fighting's sake. When at ten o'clock at night they advanced to take the gate at Peking by assault which they had failed to force in the morning it was immensely attractive to observe the gaiety, almost amounting to hilarity, with which they advanced to the attack. All movements such as this they accompany with singing. Of the Russian soldiers we have this: 'The Russians were intensely like the preconceived idea one is inclined to form of Russians. Solid, deep-chested, heavy, and hardy, they gave one the idea of big, heavy farm labourers with a rifle instead of a spade upon their shoulders. They never moved with anything like the quickness which characterised the Japanese, yet they plodded on with a stout stubbornness which gave the impression that, if their movements were not quick, they represented a weighty momentum difficult to arrest.' The French are dismissed in this wise: 'As regards the French force on the expedition to Peking, in discipline and equipment and the conduct of the men composing it, it was absolutely beneath contempt. Unless the art of foraging and looting can be considered soldierlike qualities, they appeared to me to lack every one. Mr. Lynch looked forward to seeing great things from the Germans, but he was 'immeasurably disappointed.' As far as parade-ground drill was concerned they were admirable as the mechanical and automatic resultants of the efforts of the drill-sergeant they were possibly unequalled. But they appeared to be heavy and slow in their movements."

A Japanese officer's criticism is evidently Mr. Lynch's: "Very good soldiers, but I think too much drill, drill. . . . The Americans were very free and easy. Each one of Napoleon's soldiers was supposed to carry a marshal's baton in his knapsack. The American soldier has taken it off, and is rather inclined to be a martinet unto himself, thinks himself quite as good

as his superior officer, if not better, and, more than any other soldier, is given to grumbling, and spends a lot of his time, which should be concentrated on merely obeying, to expressing his individual opinion. The United States soldiers are far and away the best fed in the world. Their standard of comfort, not to say luxury, is immensely higher, and would be absolutely ruinous in an army the size of any of those of Europe. The result of the author's comparisons is to bring out in strong relief the superlative qualities of the British army. "From what I have seen in South Africa and China, I feel and know it—luminously know it in the marrow of my intelligence—that for that South African job, if it were to be done over again, I would select the British; and they have done, not alone as well, but better than any other nation would have done. There are only two arms that granted the possibility of their being landed in South Africa, could have conceivably tackled the job. These are the Japanese and the Germans. The Japs would probably have failed from their want of efficient mounted infantry or cavalry; the beer-blown Germans would have been worn down by men of better physical training." Writing on the result of the campaign in China generally, Mr. Lynch says: "Christianity in China has received a staggering blow from which it will not recover during the lives of the present generation. Its progress, so far as any one can see, in the immediate future is at an end," and in Northern China, he thinks, it may be wiped out altogether.

## Intimations.

KENNEDY'S HORSE REPOSITORY, CAUSEWAY BAY, H. CHINA always on hand for hire Walkers and China Ponies suitable for hacks or carriage work by day, week, or month. Horses Bought and Sold on Commission. G. W. GEGG, Manager. Telephone 64. Hongkong, 19th May, 1903. [608c]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th June, at Noon. J. WHEELEY, General Manager. Hongkong, 22nd May, 1903. [618c]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum. PRIVATE LINES. By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS.

SWITCHES, TELEPHONES.

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [614c]

## Intimations.

WANTED.

HERE is a VACANCY in the GOVERNMENT CIVIL MEDICAL DEPARTMENT for AN EUROPEAN WARDMASTER.

SALARY, &c., £100 a year, rising by Triennial Increments of £20 to £150 a year, with Uniform and Free Furnished Bachelor's Quarters.

Applications, with Certificate of Character, &c., should be sent to the PRINCIPAL CIVIL MEDICAL OFFICER, at the GOVERNMENT CIVIL HOSPITAL, not later than NOON of the 30th instant.

The Candidate selected must be a Bachelor under 35 years of age.

Hongkong, 23rd May, 1903. [625c]

THE ROBINSON PIANO CO., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER . . . . . \$400

NEEDHAM . . . . . 380

DORNER . . . . . 375

ROINSCH . . . . . 400

SCHIEDMEYER . . . . . 250

BORD . . . . . 280

RACHALS (SEMI-GRAND) . . . . . 700

H. & MULLER . . . . . 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS, and MUSIC is also being sold at greatly reduced prices at this season, preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415c]

CHINESE AMERICAN COMMERCIAL COMPANY.

司 公 美 車

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [543c]

NOTICE TO MARINERS.

No. 172 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

Temporary withdrawal of the Tung-ha Light-vessel.

NOTICE is hereby given that, on or about the 1st June next, the Tung-ha Light-vessel "Tung-ha" will be removed for repair, and that the temporary Light-vessel "Lee Yuen" will take her place.

The "Lee Yuen" is a three-masted steamer painted black, having a black funnel with a yellow band round it. Her mainmast, which is surmounted by a "Black ball," has a yard across, from each arm of which two fixed lights will be suspended in a vertical line. The two upper lights will be Red and at a height of 55 feet above the sea, and the two lower ones White at a height of 35 feet.

In clear weather, the Red lights should have a range of visibility of 5 miles, and the White ones a range of 10 miles.

A White light will also be exhibited from sunset to sunrise on the forestay at a height of 6 feet above the rail, to show the direction in which the Light-vessel is heading.

During foggy or thick weather, a gong will be sounded at intervals of one minute.

If the Light-vessel be driven from her proper position to where she is of no use as a guide to shipping, the usual lights will not be exhibited but a small fixed Red light will be shown at each end of the vessel; the ball will be struck, and the ball will be surmounted by a Red flag.

N.B.—It may possibly happen that one or both of the vertical lights on one yard arm of the temporary Light-vessel may be obscured by her own masts or funnel to a vessel that is approaching her when she is swinging across the channel.

J. T. ELDREDGE, Acting Deputy Coast Inspector, Imperial Maritime Customs, Coast Inspectors' Office, Shanghai, 16th May, 1903. [614c]

NOTE ADDRESS—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [614c]

## Consignees.

WANTED.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns, after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SÄNDER, WIELER & CO., Agents.

Hongkong, 21st May, 1903. [597c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Arcadia.

From Calcutta, ex S.S. Sumatra.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd May, 1903. [598c]

"BEN" LINE OF STEAMERS.

S.S. BENJAMOND."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th June, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd May, 1903. [622c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"</

## Intimations.

A. S. WATSON & CO.,  
LIMITED.WINE & SPIRIT MERCHANTS  
ESTABLISHED A.D. 1841.

## S H E R R Y .

	Per doz.	Per lb.
B. SUPERIOR PALE DRY, Damer Wine, Green Seal Capsule ... ... ... \$12.00 \$1.00		
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... ... ... 13.50 1.20		
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ... ... ... 16.00 1.40		
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... ... ... 18.00 1.50		
E. EXTRASUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... ... ... 27.00 2.25		
B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.		
GUARANTEED SUPERIOR XERES WINES.		

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:

	Per doz.	Per lb.
LIGHT DRY ... ... ... \$16.50 \$1.40		
SOLERA ... ... ... 21.00 2.00		
VERY PALE DRY ... ... ... 24.00 2.00		
FULL GOLDEN ... ... ... 27.00 2.25		
PALE DRY NUTTY ... ... ... 30.00 2.50		
FINE OLD BROWN ... ... ... 40.00 3.50		

MADEIRA.

	Per doz.	Per lb.
GOOD ... ... ... \$16.50 \$1.40		
FINE ... ... ... 27.00 2.50		

A. S. WATSON & CO.,  
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 250.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902.

[78d]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS, PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code, 1902, T. 1000.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355]

NOTICE.  
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTH.  
At Spottiswoode, Singapore, the wife of A. COUCHER, of a son.

DEATH.  
At Ilfracombe, North Devon, on April 23rd, the Rev. LOUIS GOUTIER BIGGS, M.A., late Colonial Chaplain, Penang S.S., aged 62.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 27, 1903.

THE REBEL OUTBREAK IN  
YUNNAN.

In our issue on Monday we printed a Reuter telegram stating that a serious anti-dynastic outbreak had occurred in Yunnan, and that the rebels had captured the city of Linanfu. From Shanghai exchanges just to hand we learn that an Imperial Decree was issued at Peking on the 21st instant reporting the receipt of telegraphic advices from Viceroy Ting Chen-to of Yunnan to the effect that rebels, under the leadership of Chon Yunsiang, had attacked and occupied Kuchuchang in that Province and that when Ting was informed of the affair at once despatched troops to the disturbed region. Before they reached their destination, however, another report was handed in stating that Linanfu city had been taken by the rebels. The Court soon makes up its mind on such matters; for the Decree continues, "We find that Wei Chin-tung, Taotai of Linan Intendancy, was negligent in not devising proper measures of defence before the attack and was again unable to resist occupation of the city by the insurgents, therefore we command that Wei Chin-tung be cashiered, but be allowed to remain at his post. We further command that Wei Yung-ping, Lien Chia-tung, Ma Tsao-hsu, Ma Kuei-an and Ma Ts'e-yen, military officers of that circuit, be stripped of their peacock feathers, but be allowed to remain at their posts to use their best efforts in redeeming their faults. We further command Ting Chen-to, Viceroy of Yunnan, to investigate whether the prefect, sub-prefects and magistrates of Linanfu had been guilty of any negligence and to denounce them if they had." The Provincial Judge of Yunnan was ordered to at once recruit troops and proceed to Linanfu and co-operate with the Major-General and Taotai in re-taking the city, and in capturing and punishing the insurgents, the leaders of whom are to be decapitated. The Viceroy and Provincial Judge are to be "handed" to the Board for determination of adequate penalties; but in the meantime they have to lead their subordinates in exterminating the insurgents and give every protection to the foreign engineers and others who are working on the railway in that Province, and for whose safety they will be held responsible. No doubt by this time some action has been taken in the matter, and although the fire of discontent may be temporarily smothered in this hot-headed Province it is certain to burst out with renewed vigour. For a long time past there has been serious rioting in the Province owing, it is reported, to excessive taxation to meet indemnity demand. Many years before ever the indemnity or the affairs necessitating its payment were thought of this southern corner of Cathay was known to be a cauldron of seething discontent.

MOTORS AND ROAD RACING.

In another column will be found a few details of a motor race from Paris to Madrid together with a list of the killed and wounded, and the very sensible decision arrived at by the French and Spanish governments. For the past few months home papers have discoursed at length upon the race for the Gordon-Bennett Cup, in which representatives of England, France, Germany, and America will compete, and for which steps have been taken to induce our government to pass a Bill authorising the holding of the race in Ireland, over a circular route of about 100 miles. The Bill passed the third and final reading in the House of Commons and, at the date of last advices, had still to go to the Lords, where it was considered so unlikely to meet with any opposition that the event was fixed for the 2nd July. If the Bill has not already received the sanction of the Upper House

there can be no doubt that the latest news from the Continent will impel its passage if not entirely "block" it, as not being a government measure, any prejudiced member who chooses to do so can nullify the Bill.

The Viceroy Chang Chih-tung has been granted by the Throne the privilege of riding on horseback within the palace precincts.

We are informed that Mr. Sercombe Smith will return to the Colony, after a long holiday, by the Empress liner due here on 7th June.

This verdict of the inquest on Captain Hurst was that he died from the effects of a quantity of carbolic acid self-administered while in a state of unsound mind.

This steamer "Aetnous," which arrived at Shanghai from Hongkong on 20th, reported May 18th took off Steep Island eight Chinese, being part of the crew of the shipwrecked German steamer "Foomoon."

In the cricket match, Surrey versus Warwickshire, the latter won by 120 runs. Sussex beat Worcestershire, by 163 runs. Lancashire has beaten Leicestershire by 108, and Notts has beaten Derbyshire by six wickets.

Le Courier Salomon states that the Messageries Fluviales de Cochinchine have under construction in French dockyards four ships. Three of them will have a tonnage of 5,000, and will cost 3,070,980 francs each; the fourth, will be a ship of 6,300 tons, which will cost 3,719,520 francs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

make the race legal. The government has stopped the continuance of the Paris-Madrid race in French territory and the Spanish government has gone one better in forbidding motor racing in its territory. Hitherto Great Britain has not permitted road racing, or, at least, the Government has refused to recognise such as legal, although it seems to be universally admitted that the present law as regards limiting the speed of motor cars to twelve miles an hour, is perfectly absurd. One sporting journal has even gone so far as to assert that there is no reason why the average speed should not be raised to twenty-five or thirty miles an hour, "when the road is clear and free from traffic." Cyclists generally admit seeing nothing but a dusky strip of rubber, and it is doubtful if motorists are much better off. When such a large number of competitors start, as usually happens in these great racing contests, they get away at intervals of a few minutes, and thus the road is monopolised by a flying procession of vehicles for the better part of the day. Then, the mental and moral state of the driver are normal; but, according to M. Souplet, who spoke at a meeting of the Société d'Hypnologie et de Psychologie in Paris, he soon grows " vindictive, furiously aggressive, and lets himself be carried away by the angry impulse of the moment. High speed works him up to such a state as makes him regardless of consequences. The flying landscape produces a wild and dangerous giddiness and intoxication, under whose influence motorists would run down those nearest and dearest to them." Whether such be the case or not, it ought surely to be realised that the race which is devised to test lightness, handiness and reliability is likely to produce results more valuable to the motor industry than trials run off simply for the purpose of testing the speed of a machine.

THE PLAGUE RETURN.

The usual weekly plague return for the seven days ended 23rd inst. arrived after we had gone to press last evening and, although it is somewhat late to make any reference to the figures, a short comparative statement will doubtless be of interest. The most noteworthy feature of the return is the sudden increase in the number of European cases, which, at the end of the previous week, stood at but two with only one death since the beginning of the year. During the succeeding seven days, four other Europeans were attacked and two of the cases proved fatal. The total number of cases reported during the week was 16 with 123 deaths. Of these, 22 and 19, respectively, were from Yaumati, a locality which, a month ago, contributed less than half a dozen per week. The total number of cases reported since the beginning of the year up to noon on Saturday was 792, of which 749 were attended with fatal results; but the returns to-day swell these figures by 20 and 16 respectively, making the total up to noon 867 cases and 809 deaths. Accompanying the plague return for the week is the return showing the number of cases of communicable diseases which have been notified as occurring in the Colony during the same period, and from this we gather that, in addition to the 136 cases of plague (four Europeans, three Indians, one Portuguese and 128 Chinese) there were two cases of small-pox and one of puerperal fever among the native community. This seems sufficient proof that, apart from plague, the health of the Colony is such that calls for no complaint.

LOCAL AND GENERAL.

A very readable article on Mr. G. Lynch's book dealing with the campaign in North China is printed on page 3.

Le Munyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

MOTORS AND ROAD RACING.

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Three of them will have a tonnage of 5,000, and will cost 3,070,980 francs each; the fourth, will be a ship of 6,300 tons, which will cost 3,719,520 francs.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Now look out for Le Munyon's new store adv. It is a beauty.—Advt.

The leading Chinese in Shensi have formed a company to establish telephone lines in that province.

Shuhock II. has been restored and trials were resumed when she beat Shamrock I. by over two miles in a forty-mile course in favourable weather.

It may be said now that the strike at the Mitsu Bishi (1,750 yard), Nanking, is over. All the men went out and returned to work, with the exception of 30 tekko, 14 carpenters, 24 coolies, and 4 blacksmiths. The Mitsu Bishi Co. have dismissed six tekko, who were the leaders of the strike.

Sweeter little Nellie Curtis who charmed us all at Mimosa San in the *Cesha* last year has gone home; her sister Eva is married and has retired from the stage. Mr. Phil Carlton has gone to England and there is no one in the new Dallas Company to fill the places of those who have gone.

At the instance of a sergeant of the Ordnance Department, a native employed at the department was charged before Mr. J. H. Kemp this morning with stealing 424 rounds of Webley and Lee Enfield cartridges, the property of the Crown. The Magistrate sentenced him to two months' hard labour.

ACCORDING to a Seoul despatch, dated 13th inst., the occupation of 3,000 Chinese who are engaged in felling timber on the Yalu is in jeopardy. These men are making about seven million taels every year. The Russians are said to be trying to take the business into their own hands.—*jiji*.

THE opium crop of the Indian Provinces this year is in some respects a record one, the total out-turn being larger than it has ever been before, while the average per acre is better than that of any year since 1888. In Behar also the crop is better than it has been for several years, and the decrease in out-turn in that Province has been more than arrested. For a variety of reasons the season seems to have been peculiarly favourable to poppy cultivation.

THE experiments at trawling in the Gulf of Siam with the s.s. *Longgey* by Messrs. Markwald have not been very encouraging though they will be continued. A more thorough trial of sea fishing was made in Ceylon waters recently, but here again the project was abandoned and the Grimsby fishermen who had been brought out to superintend operations were sent home a short while ago. Messrs. Rickmers have made more success of a similar attempt near Kiautshou with the s.s. *Wangzooe*.

LORD Roberts is going to Dublin to investigate the ragging allegations against some officers of the 2nd Lancers of a private who had his commission during the South African war. This officer became a marked man. His bed room door was forced open and he was subjected to indignities and his furniture was smashed.—Lord Roberts has ordered a court martial on eight officers who grossly ill-treated civilian Stanford, mistakenly supposed to be a pro-Boer, at a hotel in Cape Town on the 24th December, 1901.

Don't forget the chis for they will not go. Le Munyon.—Advt.

WHILE a dust man was emptying rubbish into a dust boat yesterday he managed to drop some of the refuse on to the deck instead of into the hold. This so enraged four keepers of the boat that they took the law into their own hands and dumped the man into the water and kept him beneath the "oily swell" by means of bamboo poles. He managed to escape and reported the matter to the police, and before Mr. F. A. Hazlewood this morning he was fined \$5 a week, and the others were discharged.

A FEW days ago, the police were notified that William Hodge Bell, of Kentucky, U.S.A., was wanted by the Manila authorities for defalcation of public documents and embezzlement of public funds within the jurisdiction of the United States of America in the Philippine Province. A strict watch was then maintained by the detectives on all arrivals from Manila, and last evening P. S. Sullivan, and constable Widdin managed to lay their hands on him at Pedder's Hill. He was brought before Mr. J. H. Kemp this morning and pleaded not guilty. The case was adjourned to 3rd June.

Judgment was reserved.

THE Naval and Military Record mentions that Admiral Sir Gerard Noel is spoken of as likely to get the next command of the China Station. He is now 58, and as long ago as 1873 commanded the naval guard to Lord Wolseley during the Ashantee

## TELEGRAMS.

(Reuters.)

## Motor Racing on the Continent.

London, 25th May.

A motor race from Paris to Madrid started on the 23rd instant with a record number of competitors. A crowd of 300,000 persons witnessed the start which occupied three hours.

LATER.

Between Paris and Bordeaux, the first day's run of the motor from Paris to Madrid; one French, one English competitor, and three Chauffeurs were killed; two French competitors and two Chauffeurs severely injured, also an Englishman who is now dying; eight persons were run over, four of whom were killed. The Government has stopped the continuation of the race in French territory. A Frenchman named Gabriel covered the course outside the municipal limits at an average speed of 69 miles an hour. An Englishman named Porter was overtaken and burnt to death under the car, and another who was crushed in a collision dying.

## Motor Racing.

The Spanish Government has forbidden motor racing in its territory.

## The Education Bill.

Mr. Balfour has announced the withdrawal of clause 2 of the Education Bill, thus leaving the executive control entirely to County Councils and local management to Borough Councils. This is regarded as weakening the Ministerial position.

(N.C.D. News.)

## Mr. Chamberlain's Up-to-date Free Trade.

London, 20th May.

Lord Rosebery, speaking at Burnley, said that he questioned the possibility of framing any practical scheme of preferential tariffs, but pending the publication of the details of Mr. Chamberlain's policy, he would preserve an open mind. He did not regard Free Trade as a divine dispensation.

The Australian Press is disinclined to endorse Mr. Chamberlain's preferential policy.

## Mr. Hanbury's Successor.

London, 20th May.

The Earl of Onslow, Under-Secretary for the Colonies, has been appointed President of the Board of Agriculture in succession to the late Mr. R. W. Hanbury.

## The Campaign in Somaliland.

London, 20th May.

Even hundred of the Mullah's dervishes fiercely attacked the Abyssinians, and were repulsed with the loss of three hundred killed. The Abyssinians lost thirty killed and wounded.

## The Camphor Monopoly.

Tokio, 21st May.

The Government has presented a Bill in the Diet, proposing to extend the Formosa system of camphor monopoly to the whole Empire.

## The Increase of the Japanese Navy.

Tokio, 21st May.

The Naval Increment programme comprises three battleships, three first-class armoured cruisers, and two second-class cruisers.

## Russian Aggression on the Yalu.

Tokio, 22nd May.

Relying to the Corean government's protest as to timber-cutting on Pengma, and the settlement of Russian subjects at Yongsanpo, the Russian Minister at Seoul has replied curtly that Russian subjects are exercising privileges acquired under the lumber concession of 1896, and are therefore entitled to the protection of the Corean government.

The story of the dispatch of Russian troops to the Yalu is officially denied at Tokio.

## RIVER STR. "KWONG CHOW."

## ALTERATION IN HOUR OF DEPARTURE.

To meet the convenience of both European and Chinese residents, the Shiu on Steamship Co. propose altering the hour of departure of the "Kwong Chow" from Canton from 5.30 p.m. to 8.30 p.m. every evening. The change is to date from Sunday, the 31st inst.

## CHINA MUTUAL LIFE INSURANCE CO., LTD.

The fifth annual meeting of the company is to be held at Shanghai on Friday. From the report to be submitted to shareholders, we learn that during the year new applications for insurance amounting to Taels 5,260,467.71 were received, being an increase over last year of 15 per cent. of which policies for Taels 4,310,160.00 were issued and Taels 920,336.71 were declined or postponed. The total insurance in force on March 31st, 1903, amounted to Taels 6,553,254.50. The income after deducting re-insurance premiums amounted to Taels 623,342.53 an increase over last year of 13 per cent. The income from interest and commission on loans during the year amounted to Taels 26,608.43 an increase over last year of 107 per cent. The cash surplus on the year's working amounts to Taels 279,849.01 of which Taels 150,519.37 has been placed to ordinary reserve and Taels 81,500 to contingent reserve, making a total at reserve of Taels 458,574.53, an increase of 102 per cent. over last year. The Directors have deemed it advisable to open this account and have placed Taels 30,000 to its credit. The surplus over and above paid-up capital, reserve and exchange and investment fluctuation amounts to Taels 79,575.41.

## S.S. "VICTORIA" SOLD.

As announced in our advertisement columns some time since the s.s. "Victoria" which was wrecked on Bamboo Island, Gulf of Pechili, was to be sold by public auction. The sale took place on 15th inst., and the steamer was knocked down to Messrs. L. W. Singstal & Co. for the sum of Tls. 3,800.

## OFFICIAL MURDER BY CHINESE IN HONGKONG.

The news conveyed in the telegram from our correspondent in Hongkong that we publish this morning, (says the *N. C. D. News* of 23rd inst.) that the murderer of the school teacher in Hongkong more than two years ago has been convicted there and sentenced to death, will be learnt with great satisfaction. A more cold-blooded murder for political purposes was never perpetrated. The victim was killed at his desk, while engaged in teaching a class of Chinese boys, by a Russian who had gained access to the room, a paid assassin of the Chinese government. It was believed at the time that the teacher was killed because he was a reformer. Satisfactory as it is to see that the actual instrument of the savage duplicity of the authorities at Canton has been caught and will be punished, it is to be hoped that sooner or later his superiors, who commissioned and paid him, will be made to feel the weight of England's displeasure. Successive Governors of Hongkong have been much too complaisant, much too ready to believe the smiling assurances of friendship in which the Chinese authorities at Canton have been wont to indulge; but the most philo-Chinese Governor must have his indignation aroused when he finds British territory violated by paid assassins sent to kill or kidnap men who have come to take refuge under the British flag, and whose only crime is the endeavour to improve the political system of their country. It was a warning sent from the government at Hongkong that enabled the authorities at Canton to take steps to suppress the last intended rising there, and the gratitude of those authorities for the good will always displayed by the British colony is shown by this dispatch to that colony of emissaries with orders to kill or kidnap reformers. Justice has shown her lame foot in her pursuit of the murderer of Yeung Ku-wan, but she has come up with him at last. The incident should be taken to heart by the Hongkong Government. Amiable as the authorities at Canton may seem, and apparently anxious to keep on the friendliest terms with the British colony at their doors, the old Adam is not eradicated, and to serve their ends they will descend to ways that are dark, without any regard to international comity, or the disgrace involved in the commission of the blackest crimes.

## CONDITIONS AT PORT ARTHUR.

A Japanese report from Port Arthur states that 200,000 tons of coal are stored there at present and 400,000 tons at Dalny. The Russian authorities intend to store 200,000 or 400,000 tons of coal at these ports. At the last call of the "Tairen Maru" at Port Arthur there were ten coal carriers in that port, of which three vessels were British, loaded with Cardiff coal. A large number of junks were also in the port and these were all loaded with hay and provision for horses. The Russian warships which were formerly anchored inside the harbour (according to the information received on board the "Tairen Maru") had all removed to anchorages outside the harbour. Four torpedo destroyers are in course of equipment at present and three others are in course of construction. One warship was in dock.

## THE KWANGSI REVOLT.

## DEFINITE NEWS WANTED.

A Shanghai *Times* cable from Peking says:—Wang Chih Chun, Governor of Kwangsi, is in receipt of instructions from Peking, ordering him to report, whether or not, foreign aid has been introduced to suppress the rebellion in Kwangsi. He is ordered to prevent the introduction of French troops. Wang Chih Chun wired to those officials here who are natives of Kwangsi, and who have been attacking him on account of the rumoured attempt to secure French aid to suppress the rebellion; to the effect that he (Wang) never attempted to obtain foreign aid and that the reported invasion of the French troops was without foundation. However, his assurance doesn't seem to have had the desired effect, as it has already been proved that he did secure foreign aid.

## THE N.Y. S. "AKI MARU."

There arrived in port on Sunday the most recent addition to the Trans-Pacific fleet of the Nippon Yusen Kaisha—the "Aki Maru", a steel twin-screw steamer of 6,300 tons gross and 3,900 tons net, with a carrying capacity of 9,000 tons. Her principal dimensions are: length, 450 feet; beam, 49.5 feet; and moulded depth, 30.4 feet. Her bridge deck is 120 feet in length, poop deck 56 feet, and forecastle deck 59 feet, and she is built to Lloyd's highest class under special survey. The "Aki Maru" is fitted with triple expansion engines, with six cylinders of 20 in., 33 in., and 56 in. diameter, by 48 in. stroke and she can steam over 15 knots per hour. She carries 30 first-class, 20 intermediate and 175 steerage passengers. The vessel is replete with every luxury and modern convenience that passengers could desire, and no expense has been spared in her construction or fittings. Captain Ekstrand, who can look back upon 34 years service with the Company as master, is in command of the "Aki Maru". The vessel is scheduled to leave at daylight on Tuesday, and prox. for Victoria, B.C., and Seattle via Shanghai, Moji, Kobe and Yokohama.

ASK for ASAHI JAPANESE BEER.—  
A. G. Girault.

## THE "PEMBROKESHIRE".

Shanghai papers to hand report that blasting operations have taken place on the rocks on the North Saddle on which the str. "Pembroke" is stranded, and there was every probability that the steamer would be floated on Friday. Should this be the case, she will go to Shanghai to dock for repairs.

## KAIPINGS.

## SUIT AGAINST THE PROMOTERS.

London, 20th May.—A suit has been instituted here on behalf of the shareholders in the Chinese Engineering and Mining Company, Limited, against C. A. Moreing & Co. and the other directors to compel them to carry out the agreement made with Chang Yen-mow on behalf of the original owners of the property, in February, 1901.—*China Gazette*.

## THE KWANGSI FAMINE.

## 500 MEN FOR PRER.

The Perak Government has set aside a large tract of land for agricultural purposes and is planning to import 4,000 coolies from China for development. An agent of the Government is now in the city on his way to the famine district of China to secure the first instalment of 500 men, says the *Strait Times*. All their expenses from their homes to Perak are to be paid by the Government and in addition they are to be supported for six months and provided with implements and water bullockies, to repay which they are given five years' time. It is the purpose to secure only men skilled in agriculture and of the best possible character. The strained conditions of our native money market curtails financial facilities and there is not any freedom in buying cash shares, but speculation for futures is dangerously ripe and may cause considerable trouble during the next few months. The demand on London is quoted to-day at 24 1/16. Consols £91. By wire the rate telegraphed from Hongkong for 3 days' paper is 71 1/4.

## Shipping.

The cash rates for Indo-Chinas dropped suddenly by forced 'time' shares being cheaply sold and speculators who could not finance their April obligations from Hongkong had to sacrifice at Tls. 75, Tls. 74 and Tls. 73. Since these clearances were made the market quickly rallied and shares were purchased by late buyers at Tls. 75 and 76. For the approaching settlement sales are recorded from Tls. 73 to Tls. 78. For June shares were let go for specific purposes at Tls. 74 1/2, but lately the tone has recovered and sales have been made at Tls. 75, Tls. 75 1/2, Tls. 76, Tls. 78 1/2, July sales were placed at Tls. 73 1/4, Tls. 73 1/2, 75 1/2 and Tls. 78 to Tls. 80. The market closes with sellers. Shell Transports have changed ownership at £1,760 and £1,600.

Docks.—In Farham Boyds a small cash business has been done at Tls. 187 1/2, 186 and Tls. 186 and Tls. 186 1/2. For the account Tls. 187 1/2, 186 1/2 and Tls. 187 1/2 are quoted. June shares have been booked at Tls. 190 and for July at Tls. 192. The market is firm. There are buyers of Hongkong Docks at \$212 1/2.

Cottons.—are unsaleable at present rates and a drop is expected.

Sugars.—Peras continue dull. There are sellers of China at \$10.

Mining.—Raub is steady at \$10. Chinese Engineering and Mining shares are offering at Tls. 74. Wei-hai-wei Gold Mines changed hands at \$20 for fully paid up shares and there are further sellers.

Tobacco.—Sunatras are not wanted at the ruling quotation and are obtainable to-day at Tls. 57. Maatschappij in Langkawi opened firm and cash shares were purchased at Tls. 305 but owing to native shaves coming out in quantity the market tumbled from Tls. 300, Tls. 297 1/2, Tls. 295 and Tls. 293. Subsequently a rally took place and the market improved to Tls. 295, Tls. 297 1/2 and Tls. 300. For this month's clearance sales have been effected at Tls. 300, Tls. 302 1/2, 305, 307 1/2 and afterwards at Tls. 300, 295, 300. Shares are wanted to-day at Tls. 302 1/2 but holders are asking Tls. 305. June sales found buyers before the drop at Tls. 305, 307 1/2, Tls. 310, 312 1/2, but afterwards Tls. 305, 300, 297 1/2 was done. Yesterday the rate was carried up from Tls. 300 to Tls. 305. For July sales at Tls. 312 1/2, 315, 317 1/2 and Tls. 320 were published and subsequently at Tls. 315, 310. August is quoted at Tls. 322 1/2 and 315. September at Tls. 324 1/2, 315, Tls. 320, 317 1/2, 320, 322 1/2. A few October shares found purchasers at Tls. 325. The fortnightly figures give the out-put 67,000 gallons; petroleum in tanks 240,000 gallons. Kerosene made 62,000 cases; shipped 8,000 and in stock 73,000 cases.

Cottons.—The Woosung Forts Hotel Co. was not floated. The prospectus of the Shanghai Electric & Asbestos Co. is published with a capital of \$1,020,000 divided into 4,000 shares of \$25 each. Including 1,600 taken up by the vendor, 2,000 shares have already been allotted. The remaining 2,000 are now offered to the public.

We will accept the gold standard system and will coin silver dollars as you do, but they will have a gold value, too. The value of our dollar will not be changed. Your government guarantees 100 cents on the dollar. Our guarantee is fifty cents. Our new silver dollar will be legal tender for the payment of all accounts and the adjustment of all financial business. Our exports amount to 168 million dollars and our imports to 147 millions, a balance of trade in favour of Mexico of 21 millions. The exports are to be sold for gold, which will be placed to the credit of our banks. Our banks will always be able to take care of the necessities of the country for international trade. Mexico is also interested in seeing that the price of silver shall not be too low. So we have taken an independent position to bring about the use of more silver by the silver-producing countries. If the silver-raising countries have good from the gold countries, international trade will be destroyed. As Mexico suffers from the low price of silver, so will every other country where silver is used suffer. Mexico has suggested a joint conference between Mexico, the United States and China to improve the conditions of the three. This is independent of the first proposition I have named. We believe that by regulating and improving the financial system of the silver-raising countries silver will bring a better price. Silver is now produced as a by-product. If the price of silver should fall to the ground the mining of all other products would suffer. Mexico's plan is to hold silver as a commodity. If there is a demand for it will bring a high price; otherwise it will not.

We will accept the gold standard system and will coin silver dollars as you do, but they will have a gold value, too. The value of our dollar will not be changed. Your government guarantees 100 cents on the dollar. Our guarantee is fifty cents. Our new silver dollar will be legal tender for the payment of all accounts and the adjustment of all financial business. Our exports amount to 168 million dollars and our imports to 147 millions, a balance of trade in favour of Mexico of 21 millions. The exports are to be sold for gold, which will be placed to the credit of our banks. Our banks will always be able to take care of the necessities of the country for international trade. Mexico is also interested in seeing that the price of silver shall not be too low. So we have taken an independent position to bring about the use of more silver by the silver-producing countries. If the silver-raising countries have good from the gold countries, international trade will be destroyed. As Mexico suffers from the low price of silver, so will every other country where silver is used suffer. Mexico has suggested a joint conference between Mexico, the United States and China to improve the conditions of the three. This is independent of the first proposition I have named. We believe that by regulating and improving the financial system of the silver-raising countries silver will bring a better price. Silver is now produced as a by-product. If the price of silver should fall to the ground the mining of all other products would suffer. Mexico's plan is to hold silver as a commodity. If there is a demand for it will bring a high price; otherwise it will not.

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## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June						
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June						
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June						
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June						
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June						
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July						
S.S. "PELEUS"	has arrived and leaves for Shanghai to-morrow.							

## HOMEWARDS.

FOR	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 4th June						
*LIVERPOOL and GENOA	"HYSON"	On 20th June						
MARSEILLES, L'DON & A'WERP.	"ANTENOR"	On 23rd June						
MARSEILLES, L'DON & A'WERP.	"ALCINOUS"	On 7th July						
*LIVERPOOL	"OOPACK"	On 14th July						
MARSEILLES, L'DON & A'WERP.	"PELEUS"	On 21st July						
* Taking Cargo for Liverpool at London Rates.								

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"TELEMACHUS"	On 17th June.				

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

[18]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL	STEAMERS	TO SAIL	STEAMERS	TO SAIL
CHEFOO and TIENTSIN	"NANCHANG"	1st June.				
MANILA	"CHANGSHA"	3rd.				
PORT DARWIN, THURSDAY	"LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SVD."					
NEY and MELBOURNE	"CHAN SHA"	3rd.				

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

+ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REGD. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 27th May, 1903.

[7]

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ZAFIRO	2,540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th May, at 10 A.M.
RUBI	2,540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th June, at 10 A.M.
PERLA	1,980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 23rd May, 1903.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. P. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[1266c]

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	MONDAY, 1st June.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd June.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th June.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	TUESDAY, 9th June.

\* Vid SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamshui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIYUEN YUSHEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 27th May, 1903.

[1370c]

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

## SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st May, 1903.

[35c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"  
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUEDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.  
Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

[132c]

## WING ON STEAMSHIP COMPANY.

## HONGKONG-MACAO LINE.

## THE Steamship

"CHU KONG,"  
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

## FARES:

1st Class, \$1.50

2nd Class, \$1.00

3rd Class, \$0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 15th May, 1903.

[87c]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

## 1/4 PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

1903. About

"CHARLES TIBERGHEN" ... 15th June.

"MACDUFF" ... 10th July.

For Freight and further information, apply to</

## Shipping.

A TRAVEL  
Zieten, Ger. s.s., 4,988, Wilhelmi, 26th May,  
Yokohama 17th May, Mails and Gen.—  
M. & Co.

Wuhu, Br. s.s., 1,227, Stringer, 26th May,  
Chinkiang 22nd May, Gen.—B. & S.

Kwangse, Br. s.s., 1,228, Harris, 26th May,  
Newchwang and Chefoo 21st May, Gen.—  
B. & S.

Roon, Ger. s.s., 4,961, Meiners, 27th May,  
Bremerhaven 16th Apr., and Singapore  
21st May, Mails and Gen.—M. & Co.

Haihau, Fr. s.s., 377, Andersen, 27th May,  
Hoibow 25th May, Gen.—A. R. M.  
Cambodge, Fr. s.s., 2,355, Declerq, 27th May,  
Houphong 25th May, Rice—M. & Co.

Peleus, Br. s.s., 4,800, Barwise, 27th May,  
Singapore 22nd May, Gen.—B. & S.

Hainan, Br. s.s., 666, Mutton, 27th May,  
Fuchow 24th May, Amy 25th May, and  
Swatow 26th, Gen.—D. L. & Co.

Tyr, Nor. s.s., 1,418, Danielsen, 27th May,  
Canton 27th May, Coal—E. A. T. Co.

Chinshen, Br. s.s., 1,281, Jenkins, 27th May,  
Saigon 2nd May, Rice and Meal—B. & Co.

Brundt, Ger. s.s., 872, Sele, 27th May,  
Chilachap 16th May, Sugar—S. W. & Co.

Marburg, Ger. s.s., 3,872, Stern, 27th May,  
Tsingtao 22nd May, Coal—S. W. & Co.

Cass, Ger. s.s., 1,160, Bahren, 27th May,  
Wuhu 26th May, Gen.—S. W. & Co.

Heathfield, Br. s.s., 2,300, Milburne, 27th May,  
Moj 21st May, Coal—Order.

Clearances at the Harbour Office.

Rosetta Maru, for Manila, Proto, for Newchwang.

Doris, for Chinkiang.

Le Khan, for Canton.

Chowhai, for Bangkok.

Thales, for Swatow.

Chinkiang, for Macao.

Wahngka, for Shanghai.

Anamha, for Fuchow.

Paik Kong, for West River.

Petous, for Canton.

Michael Jensen, for Hoijow.

Athenaeus, for Shanghai.

Departures.

May 27.

Zieten, for Europe.

Athenaeus, for Vancouver.

Private Marie, for Shanghai.

Chowhai, for Bangkok.

Thales, for Swatow.

Mardus Maru, for Swatow.

Vale of Doon, for Rajang.

Hilversit, for Kura-su.

Han-a, for Canton.

Maria Richters, for Canton.

Ozon, H.M.S., battleship, for Practice.

Matina, H.M.S., sloop, for Practice.

Roon, for Shanghai.

Rosetta Maru, for Manila.

Anna, for Hoilo.

Michael Jensen, for Hoijow.

Wuhu, for Canton.

Passengers arrived.

Per Peleus, from Singapore—700 Chinese.

Per Italien, from Hoijow—1 European, and  
22 Chinese.

Per Hainan from Coast Ports—Rev. W. F.

Knox, Mr. Bowers, Mr. and Mrs. Mr. Wind

Sam, and 73 Chinese.

Per Zieten, from Yokohama for Hongkong

—Miss M. Rodevald, Messrs. Hauptmann, A.

D. J. Roth, Dr. A. Perner-E. Kadourie, D.

Allan, T. H. McMichael, Mr. and Mrs. Jessen

Mr. and Mrs. Geo. Williams, Mrs. H. Ciompi,

Mrs. Kadourie, Mrs. E. Ricci, Messrs. C.

Tounchy, J. Fischer, A. L. Burnell, W. J.

Wood, Benjamin, Levy, Capt. J. Jamieson,

and Miss Anita Lopez, in Trans-  
—Messrs. W. de Mornay, S. H. Botte

mälla, H. W. Commissaria, Captain Hay,

Mr. F. M. Little, Mr. and Mrs. Eichholz,

Mr. Simpson, Mr. and Mrs. Labouchere, Mr.

and Mrs. W. H. Walker, Messrs. G. Suh, A.

Dreyfus, F. Huchting, Oberleutnant, S. Tieze,

Mrs. T. H. McMichael, Messrs. A. Wolcken,

Sub-Lieut. von Kronheim, Mr. Graf A. Butler,

Mr. and Mrs. von Tettendorf, Mr. H. Crombie,

Dr. J. Kochenburger, Mr. and Mrs. Weavers,

Messrs. Kell, B. Becker, Miss Samuel, Mr. C.

Müller, Miss G. Stretti, Molinari, Mr. H.

Neumann, Miss Russell, 14 Chinese and 5 Japanese

—Per Chunksa, from Saigon—180 Chinese.

Per Marburg, from Tsingtao—Capt. Borcher.

Per Roon, for Hongkong from Gencu—Mr.

and Mrs. Zullig, Miss. Newcomb, Messrs. A.

von Bobuszervitz, C. Berth, P. Wolfram, Hans

Kihn and Gdanski, from Singapore—Mr.

and Mrs. Gleason, Messrs. C. F. Wurster, B.

Cohen, F. B. Cohen, P. Rodger, F. J. Hollis,

JAMES A. Wright and M. Mehta, from Bremen

—Miss Schwarze, Messrs. Rud. Witt and Paul

Delfs, from Southampton—Mr. H. Neilson.

From Colombo—Mr. N. W. Neilson.

Passengers departed.

Per Rosetta Maru, for Manila—Misses Neil-

ties Williams, Rosario Malina, Caroline Malina,

Eleanor Donaldson, Auto, Lopes, D. Allan,

Matsu Yukai, Mr. and Mrs. Prince A. Oliver,

Mr. and Mrs. K. Shinowara, Mr. and Mrs.

Geo. Williams, Mr. Jr. and Mrs. S. O. K.

Robinson, Mrs. F. D. Johnson, Mrs. Paul

W. Beck, Messrs. John F. Bobbitt, H. S. Gray,

Ragael, Arriola, Antonia Arriola, Harry Wil-

liams, Chu Peng, So Ga Que, So Guo, Edward

Rosenberg, James Beck, Chan Hoa, Fan Jas,

A. Mackenzie, E. S. Kerr, Wong Kwong,

Chung Chee Yick, Yo Chite, Que Chang,

James E. Barry, Jas. Jas. Cui, Tui, H.

Hou, Chu Shio, George Williams, Jr., R. F.

Friedel, Kemphorne, A. L. Burnell, Walter F.

Wood, J. C. McBee, Chan Mao, Gin Gee, H.

M. King, Juan Locuro, Isaku Kikuchi, Wong

Cheng, Mr. and Mrs. Jose Arriola, and

Mr. Wong, Kui Cheong.

Shipping Reports.

Str. Hainan from Swatow—Moderate N.E.

wind and sea, cloudy, overcast weather, rainy.

Str. Wuhu from Chinkiang—Moderate N.E.

and fine till approaching Hongkong got heavy

rain.

Str. Peleus from Singapore—Light Norther-

ly winds and fine weather. On 24th inst. sig-

nalled H.M.S. Europa at 6 p.m., lat. 11° 32' N., long. 110° 48' E.

Steamers Expected.

Vessels From Agents Due

Melpomene Shanghai, S. W. & Co. May 28

Kanagawamaru Shanghai, N. Y. K. May 28

Manila, Singapore, P. & O. Co. May 29

City of Peking Japan, P. M. Co. May 31

Annum Singapore, M. M. Co. June 1

Namring Singapore, M. & Co. June 2

Indrasambha Japan, P. & O. Co. June 3

Doric Japan, P. M. Co. June 4

Chingtu Sydney, B. & S. June 4

Freussen Genoa, M. & Co. June 13

Nippon Maru San Felice P. M. Co. June 13

Ships Passed The Canal.

Outward—1st May—Manila, 8th May—  
Annan, Tamba Maria, Baden, 12th May—  
Succo, Glenelg, 1st May—Benzene, Kish,  
16th May—Valdemar, Telemachus, Dunbar,  
Ernest Simon, Teekin, Ceylon, 10th May—  
Aurora, 22nd May—Prometheus, Tungching,  
Samui Maru, Lena.

Homeward—8th May—Oopack, Madras,  
19th May—Glaucus, Imra Maru, Java, 22nd  
May—Kongtung, Tonkin, Kauhschou.

Arrivals at Home—16th May—Kintuck,  
Sachien, 19th May—Caudin, Bamber, And-  
alusia.

Hongkong & Whampoa Dock Returns.

Tayabas at Kowloon Dock.

Jacob, Diederichsen.

Formosa.

Montanes.

Canton River.

San Joaquin.

Hongkong Maru.

Mane Jelsen.

Vale of Doon.

Vessels in Port.

STEAMERS.

Aki Maru, Jap. s.s., 3,095, Ekstrand, 24th May,

Seattle and Shanghai 21st May,

Flour and Gen.—N. Y. K.

Anamha, Dan. s.s., 1,158, Carton, 17th May—  
Wulu 12th May, and Chinkiang 13th, Gen.—  
M. & Co.

Catherine Apcar, Br. s.s., 1,730, Stewart, 25th

May—Calcutta 10th May, Penang and

Singapore 19th May, Gen.—D. S. & Co., Ltd.

China, Ger. s.s., 1,113, Krubbe, 25th May—  
Saigon 21st May, Gen.—E. A. T. Co.

Dgeima, Ger. s.s., 794, Schalke, 25th May—  
Samoa Island 1st May, Ballast—S. W. & Co.

Forus, Br. s.s., 647, Evans, 25th May—  
Amy 24th May, Gen.—D. L. & Co.

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May 6th.